

TEMPLE NEWS

THE NEWSLETTER OF THE ROYAL TEMPLE YACHT CLUB

COMMODORE'S BLOG

In September we held the Riflemans Dinner. A big thank you to Elizabeth Anderson, Ray Wilson and Carol Jackson for organising another successful evening at the club.

For us this year our trip to Denmark was certainly the highlight of our sailing for 2011 and that experience will carry us through to next spring with the highs and the lows. It was suggested to me only last weekend that we should have a forum where members can publish their stories and pictures for other members to read. I think that is a really good idea and if any member would like to send an article to me as a finished word document I will publish the article on our web site for everyone else to read.

In case it hasn't been widely communicated, we have discontinued the white membership card that we have had for many years and all gold cards are being reissued. The newly designed gold card will now become our membership card in addition to allowing you to access the front and back doors to the building and of course making discounted purchases at the bar. The transition will hopefully be carried out smoothly but we ask for your patience if you find your old card has been disabled whilst the new one is being posted out to you.

Mike Brand

A REMINDER FROM THE HON SEC

Subscriptions for 2011/2012 are now due. All members will have received a notification by email or post. Direct Debit is the preferred method of payment and quarterly payments can be made subject to a small administration charge. Payment is always welcome via credit or debit card, and can be made over the bar or by telephoning the club.

As mentioned by the Commodore, this year everyone will be issued with a new Gold Card which will be a perpetual membership and bar discount card. Balances from existing cards will be transferred when new cards are activated.

John Barrett

SAILING NEWS

With the season rapidly drawing to a close, I would just like to thank everyone who has taken part in any capacity; racing or assisting.

I look forward to seeing many of you at the Crew Lunch and Prize Giving Supper where it will be interesting to see who have been the victors this year. Information on both events is in our Entertainments column

Bob Booth
Rear Commodore Sail

SYDNEY-HOBART 2011 RACE

Keep in touch with Peter Woodward and the young crew making sailing history via the following link

<http://www.facebook.com/AnotherChallenge2011#!/AnotherChallenge2011>

RTYC NAVIGATION SCHOOL
2011 – 2012 COURSES

YACHT MASTER OCEAN

Commencing Monday 10th October 2011

DAY SKIPPER

Commencing Tuesday 11th October 2011

YACHT MASTER

Commencing Wednesday 12th October 2011

The cost of each course is £225 which includes your RYA course materials and examination fees

Navigation School Courses 2011/12

Have you thought of enrolling on the Yacht Master Course this year?

As you can see from our Navigation School Advert above, our winter courses commence on 11th October and at present we are bursting at the seams with Day Skippers but are very short of Yacht Masters.

So, all you Day Skippers out there, please give some thought about an up-grade to Yacht Master this year, or if you know any Day Skippers who have been thinking of an up-grade, please point them in our direction.

Dick Smith

To enrol on any of the above courses either leave your contact details in the office, telephone [Elizabeth Anderson](tel:07891334585) on 07891 334585 or email anderson.e@btinternet.com

ENTERTAINMENT DIARY 2011

- 8 October Murder Mystery Evening
- 30 October Racing Crews' Lunch
- 5 November Prize Giving
- 26 November Club Dinner & Party Night
- 11 December Children's Christmas Party
- 17 December Club Christmas Dinner
- 31 December New Year's Eve

Royal Temple Yacht Club

Racing Crews Lunch

30th October 2011



Menu

2 Course

Fish Pie and Vegetables
Rhubarb Crumble & Custard

£15.00pp

Time 15:00hrs

To Book Call 01843 591766
Email carol.jackson@rtyc.com

Annual Fishing Competition
29 October 2011



£55.00
Includes Boat n Belt Hot Food in Club!

Meeting Point OBELISK
8.30am. Ramsgate Seafront

Depart: East Pier 9am - return at 4pm

To reserve your place!
cod tack JIM BOORMAN 07970 836979

ROYAL TEMPLE YACHT CLUB

PRIZE GIVING

5th November 2011

£20.00 pp.

7pm for 7.30pm

Enjoy this beautiful 3 course meal supplied by Custom Coffee House Catering.

To Book call 01843 591766 or email carol.jackson@rtyc.com

3 COURSE
Game au Porto
A taste of the country, venison, pheasant and duck with fine port wine.

Chicken Breast
Filled with Mozzarella & Basil
Wrapped in Parma Ham, glazed with Provençal Sauce.

Lemon Meringue cheese Cake
.....
Coffee & Mints

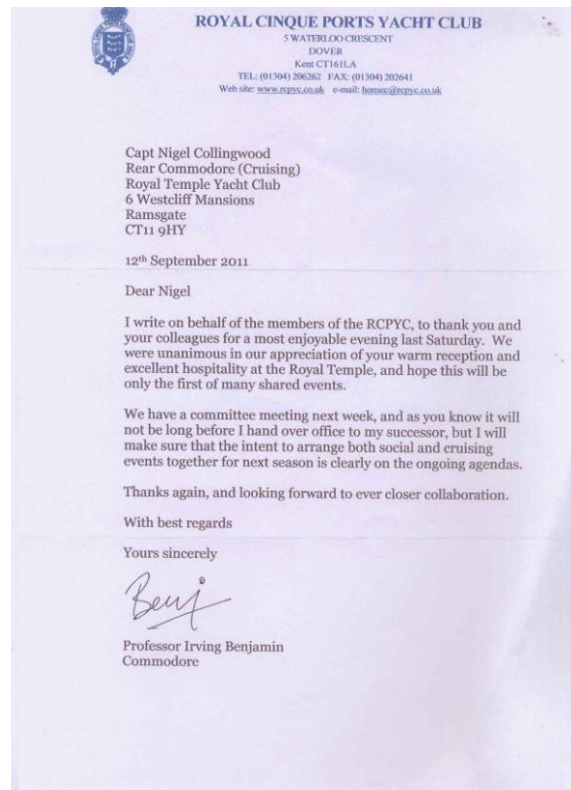
CRUISING NEWS

With excellent weather conditions photos show that the Bank Holiday cruise to Calais proved to be yet another successful sail for *Saje* accompanied by *Spectra* (Paul and Norma) who were on their first time club cruise.



Although the summer gales thwarted our proposed summer cruise, many RTYC yachts have been seen along the English coast calling into Dartmouth, Eastbourne, Chatham, St. Katharine's and Burnham on Crouch. Across the channel RTYC members have visited the northern part of Holland, Amsterdam, Breskens, Nieuwpoort, Ostend, Dunkirk, Gravelines and Boulogne.

A very warm letter of thanks has been received from the Commodore of Royal Cinque Ports Yacht Club following the social evening hosted by the Cruising Members last month when 26 of their members joined us for a buffet supper with light music. The events shared with RCPYC this year have proved to be both successful and enjoyable and it is the intention of both clubs to continue this liaison as part of our social and cruising programme during 2012.



By the time this Newsletter is circulated we will have had the opportunity to update our navigational expertise following the talk by Jeremy Batch on the History of Navigation on 6th October and, if his last lecture is anything to go on, we will have experienced not only an informative evening but a very lively one as well.

Anne Peers
for and on behalf of
Rear Commodore Cruising

HOLIDAY SUGGESTION

...and just in case you have been wondering what Bev and Dick Smith have been up to this summer ...

Those of you who prefer sailing in sunnier climes than the English Channel may like to consider Turkey. The Rosses and Fosters spent the first two weeks of September on a 'Seafarer' flotilla on the Carian Coast, visiting a variety of ports from the tiny, one-taverna bay Sailors' Paradise to the bustling town of Dacha (where we also partook of a real Turkish bath... but, that's another story).

The majority of the moorings we stayed at were on lazy lines and there was often the luxury of plugging into electric land lines, although as you can see from the photo they haven't yet adopted our 'elf and safety' culture; but hey, we got our electricity which is most important when keeping the beer and wine chilled.



Seafarer also have a beach club in Semiliye where we moored for a couple of nights and were able to use the facilities and windsurfers, dinghies and lasers.

In comparison to the Ionian, the area was pretty quiet and there was plenty of room to sail. However, the wind patterns are very similar; very little most mornings and building up to 5, occasionally 6, in the late afternoons. During our two weeks we didn't see a cloud in the sky and jackets remained firmly shut away in the lockers. The day time temperatures were in the low-mid 30s but the nights were cool enough to sleep easily. Due to the lack of light pollution at the smaller stopovers, the starry skies are truly spectacular. So, why not give Turkey a try – highly recommended.

SF

A disastrous first week on *Muscateer*

We missed Ramsgate Week this year because it clashed with an organised cruise that we wanted to take on *Muscateer* from La Grande Motte commencing on Saturday 23rd July. We therefore arranged to board on the previous Thursday to give us a couple of days to stow our gear and victual the boat. I also had two important little jobs to do, one was to pay our annual mooring fees which run from 1st July and which I tried to pay during our previous visit in May but they wouldn't let me - "Too early sir, paperwork not ready yet, pay when you come down in July." And the second job was to pay the local chandler, 'Carene Service', for two jobs they had promised to do on *Muscateer*, namely fitting anti-odour pipes, a filter and a 'Y' valve to the blackwater tank they had fitted in April and to replace my masthead windex which had been wrecked by the winter Mistral.

We duly arrived mid afternoon on Thursday 21st July to discover that our key would not open the car park barrier or the pontoon gate! Great. So after a 700 mile drive we had to drive round to the Capitainerie before we could even get aboard. The conversation, in French, went as follows, "Our keys won't operate the car park or the pontoon."

"No Monsieur, they have been de-activated because you have not paid your mooring fee"

"But I tried to pay in May and you wouldn't let me. You said it would be OK to pay in July"

"Oui Monsieur, if you have your boat papers you can pay now and we can activate your keys"

"But my boat papers are on the boat and I can't get onto the pontoon without a key!"

They eventually agreed to activate our keys as long as I arrived with my boat papers the next morning.

We then arrived at the boat and I noticed that there was no windex at the top of the mast and worse was to come when we went below, the pipes, filter and 'Y' valve on the blackwater tank had not been fitted either. So, a visit to 'Carene Service' was now added to the Capitainerie visit, to find out why the jobs weren't done and what they were going to do about it.

While loading our gear aboard, I also noticed that the front tyre on my bicycle was flat. Further investigation showed a perished inner tube! A third job was duly added to tomorrow's list, find a cycle repair shop.

Once all the gear was stowed, I went through the usual items, seacocks open, electrics isolator switches on, gas on etc., but it soon became obvious that all was not well with the Domestic battery. Every time we used the water pump, the radio and everything else electric went off! While we were plugged into shore power the battery charger was just about coping, but the Domestic battery was obviously not holding a charge and so a new battery was now put at the top of an ever-increasing job list for Friday.

At that point we decided it was time to go out for a meal and forget about all the problems until tomorrow. We had a lovely meal at our favourite restaurant, 'Le Quay', but during the meal I lost a filling and half of a back tooth. The question then was where does 'finding a dentist' go in the list of priorities for tomorrow? As we hit the sack at the end of a very long day we wondered what else could go wrong. We were to find out first thing in the morning.

Friday morning dawned and I was sure that after a nice cup of tea, things wouldn't seem quite so bad, so I plugged in the electric kettle and it promptly blew up! That wasn't quite the end of the world as we dug out the old kettle and boiled it up on the gas cooker, it just took three times longer, but it did give us yet another job to add to the day's list. As far as 'Carene Service' was concerned, I wanted to have the upper hand there and so I telephoned a Chandlery just across the Bay at Port Camargue to ask if they could do the jobs and if so, when. I was told that it was possible and to visit them if I wanted to go ahead, and I was so angry with 'Carene Service' that I think I had already decided to do just that.

So, sipping my tea, once the kettle had boiled, I worked out an action plan for the immediate future. The organised cruise, which was leaving tomorrow, was obviously going to be a 'no-no', it wasn't even worth suggesting we catch them up. Sad, but getting the boat (and me) sorted was more important so I grabbed a pen and prioritised my ever-growing job list:

1. Visit the Capitainerie with boat papers and Barclaycard.
2. Visit 'Carene Service' to find out the score and probably retrieve my boat keys.
3. Visit Sun Marine at Port Camargue, almost certainly to arrange the work.
4. Drive out to Auchan to buy a new electric kettle.
5. Find a Dentist.
6. Find a cycle repair shop.

It was going to be a busy day. The Capitainerie visit didn't take long and all is now well in that department. At 'Carene Service' they were most off-hand and even denied that the work was booked in, even though they held my boat keys and their mechanic had been aboard *Muscateer* the day before we left in May to check exactly what needed to be done! I didn't make a fuss, I just did what the French do, shrugged, took my boat keys and left. It was a different story in Port Camargue, 'Sun Marine' couldn't have been more helpful. *Muscateer* was duly booked in for the work next week, including the new battery, I just hoped the battery charger could nurse the present one into lasting that long. All we had to do was take *Muscateer* across the bay on Thursday, to 'Sun Marine's' private berth, for the work to be started on Friday. From Port Camargue it was out to Auchan at Lattes where we bought a nice new electric kettle. With those four jobs completed, it was now well after midday, and with most shops and businesses closed until 16.30 and the temperature well over 30°, it was clearly beer o'clock. We'd only been here 24 hours but it seemed like weeks! After the late lunchtime session, we returned to the boat, checked the new kettle, which was fine, and decided that the remaining jobs could be left until Saturday.

Saturday morning, and the new kettle was given a good test, but I was becoming paranoid expecting something else to go wrong at any minute. After breakfast, I set off in search of a Dentist. I found one fairly easily just across the road from the marina, but they don't work on Saturdays, so that little job was deferred until Monday. Next was a cycle repair shop. I knew there was a bicycle hire shop just round the corner but I didn't know if they also did repairs. A short walk confirmed that they did so I needed to return to the boat to collect the bike. On the way, I decided to visit the toilet block which has a large heavy steel door operated by the pontoon key. I successfully operated the key, but as I pulled the door open, the bottom of it caught my toe. It hurt, but it wasn't until I was standing at the urinal that I noticed blood all over the floor. When I was able to make a closer investigation I discovered that my big toe nail hanging off! I wrapped it as tightly as I could with toilet paper and, leaving a tell-tale trail of blood, hobbled back to the boat where I could dress it properly from the First Aid kit.

Once the wound was cleaned and heavily plastered, it was time for our daily pilgrimage to the Poseidon Bar, via the cycle shop. I hobbled along, half wheeling, half carrying the bicycle, leaving Bev at the Poseidon on the way. The bike would be ready after lunch and so the short hobble back to the Poseidon Bar rather than the long hobble back to the boat proved to be a good ploy. So, liquid lunch complete, I duly collected the bicycle, which made life much easier as it was more comfortable cycling than walking. Sunday was a day of rest and thankfully disaster free. Monday morning was time to try the Dentist again, this time with more success with an appointment made for 12.00 the next day. So, I duly arrived at the Dentist, which just happened to be close to the Poseidon Bar, for my 12 o'clock Tuesday appointment. Forty minutes later and 28 Euros lighter, I joined Bev in the Poseidon with instructions not to eat anything on that side of my mouth until tonight, and then take care. The Dentist wasn't at all sure that there was enough tooth left to keep a filling in place. (but she must have done a really good job because it's now October and the filling is still there). Wednesday was another restful day as all the jobs that could be done were done and we just had to wait until tomorrow to take *Muscateer* to Port Camargue.

Thursday morning and we left our berth just after 09.00. The short journey across the bay took about 40 minutes but by the time we had weaved our way through the huge marina to the 'Sun Marine' berth, it had taken us the best part of an hour. On arrival I checked in with the boss and within half an hour he came aboard to assess the work to be done. He estimated that it would probably take a couple of days, perhaps three. Since the work was unlikely to start until tomorrow, Friday, and they don't open on Mondays, it could mean us being stuck here until Tuesday, and with no car that wasn't a very good scenario. So, Martyr that I am, I volunteered to take the newly repaired bike and cycle back to Grande Motte to collect the car. It was a pleasant ride and only took me an hour but after locking the

bike up in the boat park, the return journey by car, fighting huge traffic jams, took me 45 minutes!

Friday 09.00 and two burly fellers arrived onboard and started ripping out the old toilet pipes. As you can imagine, the smell wasn't very pleasant and I was glad they were doing the work and not me. I suggested to Bev that since there was nothing we could do, we might as well go for a drive. One of our favourite ports of call in the boat is Frontignan and so we decided to visit our friends there for a lunchtime beer. We thought we ought to return early afternoon to see how far they had got with the toilet, what sort of state the boat was in, whether or not we would have a usable toilet for the night and when the masthead unit would be fitted. As we approached the boat, I looked up at the mast and saw a bright new windex unit in place. Our two burly fellers were on the boat next door and told me that all jobs were complete, including the new battery, and I hadn't even shown them where the batteries were housed or where the isolator switches were, but I suppose they have worked on one or two boats before! When we went below, the boat was in pristine condition and without a hint of any unpleasant smells. There were just two little jobs to be done; one of the toilet pipes had been cut a little too short and wasn't fully connected, and the windex cable had been cut for it to be passed through the mast and they weren't quite sure how much cable I wanted spare. Within 30 minutes another longer piece of toilet pipe was successfully fitted and the windex cable had been re-joined, plugged into the display unit and checked to see that it was working. Job done! Having paid the bill I told Bev we could be back on our mooring by 16.00, but Bev suggested that although it was only mid afternoon, it may be a good idea to stay the night just in case we found any other little faults that needed attention. That was agreed and by 19.00 we sat down to our evening meal. By 20.30, with meal finished and washing up done, I took the rubbish to the bins. I returned a few minutes later and said to Bev, "There's a dreadful smell from the bins."

"Why's that?" she said.

"Well they seem to be full of old toilet pipes!" Bev chuckled and went back to reading the local paper, the 'Midi Libre', the back page of which gave tomorrow's weather forecast.

"How strong is 30 knots of wind?" she asked me. I explained carefully that while it might kick up a bit of sea, I promised to motor across the bay and that we would only be out there for 40 minutes. "There's not much wind at the moment," she said, "Couldn't we go now?" I was nearly struck dumb, my wife actually suggesting a night passage! I had singled up our mooring lines and started the engine almost before I had finished answering her question. We left the berth at 21.45 and, after a pleasant little trip back across the bay, were safely tied up on our own berth at Grande Motte by 22.00.

Now the good news: after a whole week of disaster after disaster, we then had a trouble free holiday with the boat 'top-line' and my toe mending nicely. Over the next couple of weeks we stayed local, dividing our time between doing loads of little jobs aboard that had been pending for months and entertaining family and friends, namely; my sister Bev and Michael, Patrick, our Chief of Police friend from Lyon and Judy and the girls who came out for an afternoon sail. Then for the last two weeks Jeff and Rosie joined us and we headed down to Marseille visiting some of my favourite ports on the way and some new ones on the return culminating in a 'touch-and-go' arrival back at La Grande Motte at 22.00, hoping we were in time for a meal at 'Le Quay', who stop serving at 22.00! We made it by the skin of our teeth, but only because instead of going to our berth, I headed straight for the restaurant, moored right outside and ran in bare-foot and in salt stained sailing shorts & T-shirt, much to the amusement of the other customers, and gasped, in French, "Table for 4 please and 4 large beers. We'll be back in two minutes"

And so, forgetting the first week, a great summer on *Muscateer*.

Dick Smith

TEMPLERS GOLF SOCIETY
Match played 21 September 2011

Winners:

Roger Green 38 pts cut 2
David Say 35 pts cut 1

Nearest the pin at the 5th

Rod Oates

Nearest the pin in two at the 13th

Peter Jackson

Players:

Bill Crawford	John Barrett
Roger Green	Therese Hack
Douglas Hack	Peter Jackson
Stella Matsubara	Rod Oates
Tim Peacock	Carol Say
David Say	Ronnie Vaughan

Guests:

Sam Matsubara	Bill Williamson
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Commentary:

An excellent turn out this month with a total of 14 players. The weather was, at its worst, no more than a little damp but the match did finish in bright sunshine. Sadly, we now have only cooler temperatures until next spring.

David Say almost made it two in a row but was beaten by an on-form Roger Green, who won by 38 to 35 pts. Nearest the pin at the 5th. hole was Rod *Mr Consistent* Oates. I believe that, to his credit, he has won this prize more often than anyone else. Nearest the pin in two at the 13th, for a fine bottle of wine from the Vaughan cellar, was won by Peter Jackson. He came within an inch or two of making a birdie at this hole.

Next Templers Meeting
Wednesday October 2011 @ 09.30
Anyone wishing to play please ring
Ronnie Vaughan
01843 864435

300 CLUB – MONTHLY DRAW
August 2011

£25	N ^o 162	Ms J Eastwood
£50	N ^o 156	Ms J Smith
£100	N ^o 42	Mr J Humphries
£200	N ^o 18	Mr F Martin
£200 (Snowball)	N ^o 129	Mr B Squirrel (absent)